PRIORITIZATION 3.0
SCORING CRITERIA, WEIGHTS, AND DEFINITIONS FOR ALL MODES

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	**[Travel Time] Benefit/Cost = 30%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT **Congestion = 30%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) **Economic Competitiveness = 10%** • Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway **Multimodal [& Freight + Military] = 20%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transp. terminals **Total = 100%**	--	--
Regional Impact	**[Travel Time] Benefit/Cost = 25%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT **Congestion = 25%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) **Accessibility/Connectivity = 10%** • Three component formula using commute times by census tracts, upgrade of travel function of roadway, and Department of Commerce County Tier designations **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway **Total = 70%**	**15%**	**15%**
Division Needs	**[Travel Time] Benefit/Cost = 20%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT **Congestion = 20%** • Comparison of the existing traffic volume to the existing capacity of the roadway **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway **Total = 50%**	**25%**	**25%**

Note: Divisions 1, 2, 3, 4 have approved different criteria and weights for their respective areas

Aviation Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	**NCDOA Project Rating = 40%** • Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the project and need of the project. **FAA Airport Capital Improvement Plan = 40%** • Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS). **Local Investment Index = 10%** • A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds). **Federal Investment Index = 10%** • A measurement of the project's federal funds compared to state funds and provides greater points for projects with higher % of federal funds verses state funds. **Total = 100%**	--	--
Regional Impact	**NCDOA Project Rating = 40%** • Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the project and need of the project. **FAA Airport Capital Improvement Plan = 20%** • Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS). **Local Investment Index = 5%** • A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds). **Federal Investment Index = 5%** • A measurement of the project's federal funds compared to state funds and provides greater points for projects with higher % of federal funds verses state funds. **Total = 70%**	**15%**	**15%**
Division Needs	**NCDOA Project Rating = 30%** • Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on <u>priority</u> of the project and <u>need</u> of the project. **FAA Airport Capital Improvement Plan = 10%** • Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. **Local Investment Index = 5%** • A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds). **Volume/Demand Index = 5%** • Index representing traffic (aircraft operations) plus employment density (jobs near the airport). Identifies projects where there is more traffic and in areas with more user demand. **Total = 50%**	**25%**	**25%**

Bicycle & Pedestrian Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Division Needs	**Access = 10%** • This criterion measures community benefit as a result of constructing the proposed project, and is measured by the quantity and significance of destinations associated with the proposed project. Access benefit is also measured by the proximity of the proposed project to the most important end destination **Constructability = 5%** • This criterion measures the readiness of a project to be constructed in the near term. Factors such as secured right-of-way, environmental impact, and preliminary engineering work complete are used to calculate this score **Safety = 15%** • This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need **Demand Density = 10%** • This criterion measures user benefit as a result of constructing the proposed project, and it is measured by the density of population and employment within a walkable or bike-able distance of the proposed project **Benefit/Cost = 10%** • This criterion adds the Access and Demand scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT. **Total = 50%**	**25%**	**25%**

Ferry Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact *(Note: all vessels are excluded from this category)*	**Safety [Route Health Index] = 15%** • The safety analysis of the ferry route based an Asset Health Index that is determined based on the condition ratings of the vessels and the ramps & gantries **Benefit/Cost [Travel Time] = 15%** • Travel time savings determined by comparing the travel hours saved by utilizing the various ferry routes instead of taking the shortest available alternative route **Accessibility/Connectivity = 10%** • A measurement of the accessibility and connectivity provided by the various routes based on the number of points of interest within travel radii of 10, 20, & 30 miles. **Asset Efficiency = 10%** • An evaluation of the cost effectiveness of asset operations in respect to continued maintenance on an asset versus the replacement costs of the subject asset. **Capacity/Congestion = 20%** • A measure of the capacity/congestion by an evaluation of the vehicles that are left behind each time a ferry vessel departs compared to the total numbers of vehicles carried by the route in a year. **Total = 70%**	**15%**	**15%**
Division Needs	**Safety [Route Health Index] = 15%** • The safety analysis of the ferry route based an Asset Health Index that is determined based on the condition ratings of the vessels and the ramps & gantries **Benefit/Cost [Travel Time] = 15%** • Travel time savings determined by comparing the travel hours saved by utilizing the various ferry routes instead of taking the shortest available alternative route **Accessibility/Connectivity = 10%** • A measurement of the accessibility and connectivity provided by the various routes based on the number of points of interest within travel radii of 10, 20, & 30 miles. **Asset Efficiency = 10%** • An evaluation of the cost effectiveness of asset operations in respect to continued maintenance on an asset versus the replacement costs of the subject asset. **Total = 50%**	**25%**	**25%**

Public Transit Scoring (Expansion)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	**Benefit/Cost = 45%** • Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state **Vehicle Utilization Data = 5%** • Examines how systems are maximizing current fleet **System Safety = 5%** • Compares system safety statistics to the national average **Connectivity = 5%** • Measures the connectivity of the proposed expansion of service to destinations (education, medical, employment, retail, other transfers) **System Operational Efficiency = 10%** • Compares the number of trips to revenue hours reported **Total = 70%**	**15%**	**15%**
Division Needs	**Benefit/Cost = 25%** • Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state **Vehicle Utilization Data = 5%** • Examines how systems are maximizing current fleet **System Safety = 5%** • Compares system safety statistics to the national average **Connectivity = 5%** • Measures the connectivity of the proposed expansion of service to vital destinations **System Operational Efficiency = 10%** • Compares the number of trips to revenue hours reported **Total = 50%**	**25%**	**25%**

Public Transit Scoring (Facilities)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	**Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40%** • Age: examines the age of the facility compared to the useful life of the facility • Facility Demand: measures the demand for new or expanded maintenance and operations facilities • Park & Ride: compares utilization to cost to state to construct • Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location **Benefit-Cost = 5%** • Examines the benefit (trips) relative to the cost of the project to the state. **System Operational Efficiency = 5%** • Compares the number of trips to revenue hours reported **Facility Capacity = 20%** • Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity **Total = 70%**	**15%**	**15%**
Division Needs	**Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30%** • Age: examines the age of the facility compared to the useful life of the facility • Facility Demand: measures the demand for new or expanded maintenance and operations facilities • Park & Ride: compares utilization to cost to state to construct • Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location	**25%**	**25%**

	Benefit-Cost = 5% • Examines the benefit (trips) relative to the cost of the project to the state. **System Operational Efficiency = 5%** • Compares the number of trips to revenue hours reported **Facility Capacity = 10%** • Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity **Total = 50%**		

Public Transit Scoring (Fixed Guideway)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	**Mobility = 20%** • Measures the project usage (annual trips) **Cost Effectiveness = 15%** • Measures the cost effectiveness of the project per trip over the life of the project **Economic Development = 20%** • Measures the new employment and population growth in the fixed guideway corridor over 20 years **Congestion Relief = 15%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project **Total = 70%**	**15%**	**15%**
Division Needs	**Mobility = 15%** • Measures the project usage (annual trips) **Cost Effectiveness = 15%** • Measures the cost effectiveness of the project per trip over the life of the project **Economic Development = 10%** • Measures the new employment and population growth in the fixed guideway corridor over 20 years **Congestion Relief = 10%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project **Total = 50%**	**25%**	**25%**

Rail Scoring (Track and Structures)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility (Class I Freight Only)	**Benefit/Cost = 20%** • Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. **Economic Competitiveness = 10%** • High-level relative measure of the anticipated statewide benefits of project improvements in numbers of jobs **Capacity/Congestion = 15%** • Percentage that the existing track segment is over-capacity. **Safety = 15%** • Crash potential for railroad/highway at-grade crossings **Accessibility = 10%** • Measures the potential for new or improved accessibility to rail service for industries by a freight rail project **Connectivity = 10%** • Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic **Mobility = 20%** • Measures either the change in percentage of available capacity or travel time savings provided by project **Total = 100%**	--	--
Regional Impact (Freight / Passenger)	**Benefit/Cost = 10% (freight) / 10% (passenger)** • Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. **Capacity/Congestion = 15% (freight) / 25% (passenger)** • Percentage that the existing track segment is over-capacity. **Safety = 15% (freight) / 15% (passenger)** • Crash potential for railroad/highway at-grade crossings **Accessibility = 10% (freight only)** • Measures the potential for new or improved accessibility to rail service for industries by a freight rail project **Connectivity = 5% (freight only)** • Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic **Mobility = 15% (freight) / 20% (passenger)** • Measures either the change in percentage of available capacity or travel time savings provided by project **Total = 70%**	**15%**	**15%**
Division Needs (Freight / Passenger)	**Benefit/Cost = 10% (freight) / 10% (passenger)** • Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. **Capacity/Congestion = 10% (freight) / 15% (passenger)** • Percentage that the existing track segment is over-capacity. **Safety = 10% (freight) / 10% (passenger)** • Crash potential for railroad/highway at-grade crossings **Accessibility = 5% (freight only)** • Measures the potential for new or improved accessibility to rail service for industries by a freight rail project **Connectivity = 5% (freight only)** • Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic **Mobility = 10% (freight) / 15% (passenger)** • Measures either the change in percentage of available capacity or travel time savings provided by project **Total = 50%**	**25%**	**25%**

Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact (Intercity Passenger Service Only)	**Benefit/Cost = 15%** • Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. **Capacity/Congestion = 25%** • Percentage that the existing facility is over-capacity. **Connectivity = 10%** • Values projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking **Mobility = 20%** • Values daily volumes in relation to catchment area population **Total = 70%**	**15%**	**15%**
Division Needs (Facilities/ Intercity Passenger Service & Stations)	**Benefit/Cost = 10%** • Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. **Capacity/Congestion = 15%** • Percentage that the existing facility is over-capacity. **Connectivity = 10%** • Values passenger projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking • Values projects serving military, port, intermodal and transload traffic and % of NC population in catchment area **Mobility = 15%** • Values daily volumes in relation to catchment area population **Total = 50%**	**25%**	**25%**